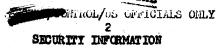
J. W. maringan	Fraffic via Voret/Lausitz
ing pir men negligi, se pen i pi ligen mengipikan sebelik l	25X1A RETURN TO CIA
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Established to the second seco	
25X1X	
	25X1X
1.	20/1/
	that this station is provided with one track. Trains arriving from Poland
	run from Teuplitz, about 16 km east of the Neisse River, to Forst, where locomotives are exchanged. Brigade locomotives do not operate via Forst. The
	nearest locomotive brigade, Locomotive Column No 10, is located in Cottbus.
	This brigade operates the trains from the Forst border crossing point to their
	destinations in the Soviet Zone of Germany. (1) All the trains to and from Poland stop in Forst for about four hours. During this time, German and Polish
	rolling-stock foremen inspect the railroad cars for suitability for transit
	operations.
2.	In earl July 1951, a new border crossing station was being built in Forst-
	Altstadt, east of the Meisso River, in the Merge town section. This railroad station is designed to assume the Tunctions presently exercised by the Touplitz
	railroad station. At present the new railroad station is scheduled to be pre-
	vided with three tracks. (2) Soviet railroadnen stated that a new railroad line
	running from Sorau to Guben via Sommerfeld was completed about 1 Way 1951 but that the line was notyet in operation. (3) On the Serman side of the border an
	alternate line running via bulk (gig) near Ferst is being built. The line, which
	does not run via the Forst railroad station, is to handle rail traffic from Subon to Cottbus. It is single track and has such a sharp curve that heavily
	loaded traing have to come to a stop there and then require aid from an addi-
	tional locomotive before starting again. (h) The tridge over the Neisse, which
	was derelished on the Polish-occupied side of the river, is being repaired. The concrete piers are being reconstructed. (5)
	그리는 대회회 등중이었다. 그는 그는 그는 그는 그는 그 그 그는 사람들에 살을 모르는 것도 하는 것이다.
3.	On 6 July 1951, a train loaded with coal from Upper Silesia passed through Horka-ehrkirch. The axle of one of the Polish four-axle cars broke, damaging
	the track for about 100 moters. Since that time, the lorka-lehrkirch border
	crossing station has been closed and transit trains are rerouted via Porst/ Lausitz. (6)
•	25X1X
4.	the following numbers of trains a seed through the Forst border
	crossing point, in the directions indicated, during the period from 2 through
	9 July 1951:
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25X1A

**************************************	Date	Number of Trains	s Load	To
a.	westbound	shipments.		
	2 July	1	coal and coke	Falkenberg, and then pro- bably to Erandenburg/
				Havel and Unterwellenborn
		1	11	Serlin-Rummelsburg, Nieder- schoeneweide
	3 July	1	n	Falkenberg, and then pro-
				bably to Brandenburg/Havel and Unterwellenborn
		1	n	Perlin
	h July	1	Ħ	n
		1	н	Falkenberg, and then pro-
				bably to Brandenburg/Havel and Unterwellenborn
		1 (120 axles)	ammunition	in the direction of the Elbe River (sic) *
	5 July	1	coal and coke	Falkenberg
		1	Ħ	Berlin
		1 (1)	11	the train was disassembled
	6 July	1	Ħ	Berlin
		2	t	Falkenberg
	7 100	2	49	y
		2	n	Berlin
		3	n	Saxony
		1	empty tank car	un'movm destination
	8 July	2	coal and coke	Falkonberg)
	**	2	Ħ	Borlin 60 boxcars each)
		2	ammunition	unknown destination *)
	9 July	2	coal and colo	Falkenberg)
		2	ccal and coke	Derlin)
		2	71	30 cars each unknown destination)
			amunition	Cottbus)
				#

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SECURITY INFORMATION

25X1A

b.	Mastbound	shipments.

•			
h July	1	empty gondola cars	unknown destination
5 July	1 of 27 cars	undetermined	Louna
	22 cars	180 bicycles per car	Suhl/Imringia
	17 cars	narrow-gauge cars	"alle-Armendorf
	1	empty gondola cars	unknown destination
6 July	1	empty gondola cars	11) 30 cars
	2	filled railroad tank cars	Grosskorbetha) cach (8)
7 July	of U cars	iron ore	Blankenburg/Hatz Hts (Braune—Sumpf)
	5	empty gondola cars	unknown destination
9 July	2	empty gondola cars	n (9)

* Note: The shipments marked by an asterisk crossed the border in Guben where they were provided with new shipping labels before being sent to Forst.

25X1A

Comments.

25X1A

(1) Forst is probably not used for Soviet transit traffic.

Locomotive Column No 10 in Cottbus is equipped with about 30 type 52

25X1A locomotives.

(2) This is reported for the first time but appears possible since Teaplitz, in Polish occupied Germany, is too far from Forst and thus is not well qualified for a border crossing point.

(3) It is believed that this refers to the reconstruction of the formerly doubletrack Sorau-Liebsgen-Gassen-Sommerfeld line. Possibly, only one track of this line, which would be of importance as a link between the Guben-Sagan and the Forst-Sagan lines, will be rebuilt.

(4) This statement definitely refers to the construction of a rail link directly west of Forst. This link, which will eliminate the Forst railroad station, will establish a direct connection between the Forst-Cottbus and the Forst-25X1A Guben lines. The latter line was reconstructed and reopened only on 1 April 1951.

(5) The bridge is about 10 meters long and restaupon a center pier. It was reconstructed in a temporary fashion and has long needed repair. It is apparently planned to replace this structure by a permanent bridge.

(6) The daily operations reports of the Soviet Zone Directorate General, Railroads, in Berlin, continued to list rail traffic via Horka-Wehrkirch during the period from 5 through 10 July 1951. Possibly the slight traffic via this statter could be maintained in a makeshift way.

(7) Export and reparations deliveries by the railroad car factory in Ammendorf near Halle.

(8) The shipment was an export or reparations delivery from the Leuna Hydrogenation plant dispatched to Breslau.

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SMORTH TROL/US OFFICIALS ONLY

25X1A

SECURITY INFORMATION

25X1X

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